

Moving Rutland Forward

Consultation report

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EXECUTIVE SUMMARY

INTRODUCTION AND APPROACH

Rutland County Council recently consulted with residents on Moving Rutland Forward, Rutland's fourth local transport plan and its associated documents. This report provides a summary of the Moving Rutland Forward consultation, including the processes followed and feedback received.

There were three main elements to the consultation: initial engagement with officers, members, key stakeholders and the public prior to and during development; consultation on associated documents with statutory consultees; and public consultation on the draft documents. This report focuses on the feedback received during the main public consultation period.

The full public consultation lasted for 12 weeks. Consultees were asked to complete a series of questions alongside being given the opportunity to provide free text feedback on any of the consultation documents. Feedback could be provided online, via post, via telephone or face to face. Comments identified on social media were also collated, recorded and analysed.

218 responses were received to the public consultation, 77.5% from members of the public, 20.2% from an organisation, business or body and 2.3% from unspecified respondents. The respondents were broadly representative of the Rutland population in terms of demographics. The exception was age where older age groups were over represented and younger ones were under represented.

RESULTS FROM THE QUESTIONNAIRE

In terms of Moving Rutland Forward, the responses to the questions were on the whole very positive. The majority of people (73.9%) said they supported or strongly supported the overall vision of Moving Rutland Forward. Over 90% of respondents felt the themes included were either very important or important and the majority agreed with the challenges listed under each theme.

The majority of respondents also agreed with the solutions, although to a slightly lesser degree than with the challenges. This was mainly due to a perceived lack of clarity in the wording of the actions which has been addressed within the revised document.

The Rights of Way Improvement Plan was also received very positively as was the Passenger Transport Strategy. In terms of the latter there were some concerns about the proposals and approaches that would be used to deliver the strategy. However a

review of the document has identified that these are necessary to deliver the vision which respondents were broadly supportive of.

RESULTS FROM FREE TEXT FEEDBACK

98 respondents provided free text feedback and the most commonly reported issues are summarised in the table on page 3. A number of individuals made suggestions regarding specific amendments and the documents have been revised where appropriate.

1.1 CONCLUSION

The number of responses to the consultation demonstrate a high level of engagement with the plan and associated documents. The responses received were, on the whole, very positive. Indeed, the majority of respondents strongly supported or supported the overarching vision of Moving Rutland Forward and the vision and aims of the Passenger Transport Strategy.

A large amount of free text comments were also received. All of the feedback received has been reviewed, considered and where required amendments have been made to the relevant documents to reflect this feedback.

SUMMARY OF FEEDBACK

Summary of commonly reported concerns

Subject		Reason/ response
Aspiration	Limited ambition for improving passenger transport provisions.	In times of limited funding hard decisions will need to be made and unfortunately it is unlikely to be possible to increase or enhance provisions without external funding.
Baseline service and concessionary travel	The impact of implementing a baseline service and potential changes to the discretionary concessionary travel elements.	Changes are required in order to deliver the broadly supported vision and aims of the Passenger Transport Strategy.
Bus usage	Bus usage figures.	Whilst usage is monitored, such data is commercially sensitive and cannot be published without consent from the operator. Notwithstanding this however the council monitor usage figures and origin / destination information and this will be used to inform any service changes.
Car use	Rutland is not suitable for cycling and a car is required to live in Rutland.	RCC's aspiration is not to switch all journeys to alternative means, but instead to deliver a change in mind set, which encourages residents to consider whether any of their journeys could be carried out by alternative, more sustainable, healthier means.
Communication and promotion	More promotion of available transport provisions.	RCC's approach to promotion and communication will be outlined in the following sub documents of Moving Rutland Forward: <ul style="list-style-type: none"> • Transport and Highway Communication Plan; and • Sustainable Travel Statement.

Subject		Reason/ response
Disabled provisions	Transport provisions to be accessible by all, where practicably possible.	To help ensure provisions are accessible by all, project specific Equality Impact Assessments will be under taken where required. This requirement has been written into the Moving Rutland Forward document. Future Highway Design Guidance will also set out requirements relating to accessibility.
Electric vehicles and technological advances	Lack of information on electric vehicles, electric charging points and transport related technological advances.	<p>Issues to be covered in the following sub documents of Moving Rutland Forward:</p> <ul style="list-style-type: none"> • Sustainable Travel Statement • Parking Strategy <p>This approach will allow topic areas to be updated, independently of Moving Rutland Forward, should changes arise.</p>
Existing passenger transport provisions	Frequency and availability of existing passenger transport provisions and service reductions/ alterations.	<p>In the current funding climate an increase in frequency of services is unlikely.</p> <p>It is understood how vital public transport is for residents, however where passenger numbers are low, services may no longer be viable. As viability of a service is partly dependent on patronage, RCC will more widely promote bus services – through campaigns to be outlined in:</p> <ul style="list-style-type: none"> • the Transport and Highway Communication Plan; and • the Sustainable Travel Statement. <p>Wording regarding these additional plans has been enhanced within Moving Rutland Forward.</p>
Format	Length/ format of documents	The level of detail provided is required as the documents will be used to support future decisions and funding opportunities, however the document has been refined where possible.
Implementation and actions	Clarity regarding actions to be delivered.	Moving Rutland Forward is a high level plan - it is not intended to set out detailed actions. However, the implementation plans have

Subject		Reason/ response
		been updated to make it clearer what is to be delivered, by when and to make the document more easily digestible.
Maintenance	Specific maintenance issues.	Issues noted. Any specific maintenance issues can be reported through: https://www.rutland.gov.uk/my-community/fixmystreet/
Parking	Availability of parking provisions.	<p>Parking is to be covered separately in the Parking Strategy - a sub document of Moving Rutland Forward.</p> <p>This approach will allow topic areas to be updated, independently of Moving Rutland Forward, should changes arise.</p>
Pedestrian, cyclist public rights of way provisions	More and enhanced provisions.	<p>Gaps in our utility walking and cycling network will be documented in our local cycling and walking infrastructure plan – a sub document of Moving Rutland Forward. This will define criteria to assess and prioritise improvements (should funding become available).</p> <p>With regards to public rights of way, Moving Rutland Forward states that RCC ‘will undertake a rolling review of our existing walking, cycling and horse riding provisions and consider remedial actions, where appropriate’.</p>
Planning and growth	Impact of development and growth on the transport network, transport provisions and environment.	<p>The section on Population Growth (in Moving Rutland Forward) sets out solutions to minimise any potential negative impacts associated with development and growth.</p> <p>Wording within this section has also been enhanced.</p>
Rail	Improvements to rail provisions.	<p>RCC will liaise with Network Rail regarding matters that may impact on provisions in Rutland. RCC will also work with Transport for the East Midlands to lobby for service improvements.</p> <p>Wording as per the above has been added to Moving Rutland Forward and the Passenger Transport Strategy.</p>

Subject		Reason/ response
Relief roads	Consideration of a relief road for Caldecott and Uppingham.	Wording within Moving Rutland Forward has been updated.
Response form	The consultation response form was confusing or restrictive.	<p>The survey format enabled the gathering of quantitative data, whilst still enabling respondents to put forward general comments/ feedback.</p> <p>Whilst the response form was wide ranging, this was necessary to avoid the need for multiple consultations and response forms.</p>
Safety	The importance of road safety and traffic calming improvements.	<p>Road safety will be covered in a dedicated Road Safety Strategy - a sub document of Moving Rutland Forward.</p> <p>This approach will allow topic areas to be updated, independently of Moving Rutland Forward, should changes arise.</p>
Specific amendments	Specific amendments to the documents.	Amendments have been made, where agreed and necessary.
Sustainable travel	More promotion of sustainable travel provisions.	<p>RCC's approach to promotion will be outlined in the following sub documents of Moving Rutland Forward:</p> <ul style="list-style-type: none"> • the Transport and Highway Communication Plan; and • the Sustainable Travel Statement.

1 INTRODUCTION

Rutland County Council recently consulted with residents on Moving Rutland Forward, Rutland's fourth local transport plan and its associated documents.

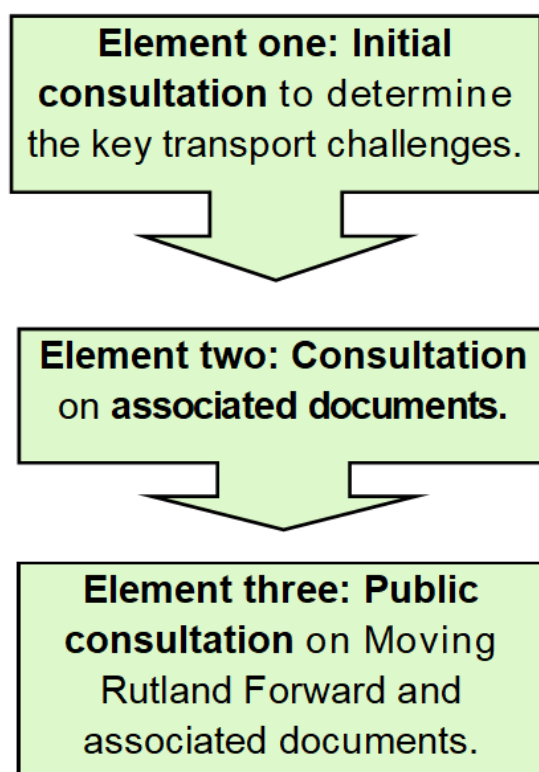
Local authorities have a duty, when developing transport related plans and policies, to involve residents in local decision making and provide opportunities to deliver feedback through consultation – as required by the Transport Act 2000 and the Local Government and Public Involvement in Health Act 2007¹. Furthermore, consultation provides an opportunity for residents and local representatives to have a say on the decisions being made within their community.

This report provides a summary of the Moving Rutland Forward consultation, including the processes followed and feedback received.

1.1 REPORT SCOPE

The consultation approach for Moving Rutland Forward consisted of three elements as outlined in figure one.

Figure 1 - Moving Rutland Forward consultation elements



¹ Department for Transport (2009), *Guidance on Local Transport Plans*, available at: <http://webarchive.nationalarchives.gov.uk/20110505104156/http://www.dft.gov.uk/adobe/pdf/165237/lt-p-guidance.pdf>, (Accessed: 7/11/2017)

1.1.1 ELEMENT ONE – INITIAL CONSULTATION PRIOR AND DURING DEVELOPMENT

To determine the key transport challenges faced in Rutland, initial engagement and consultation took place, as follows:

- Officer and member engagement,
- Engagement with key stakeholders as part of earlier transport reviews,
- Our 2016 countywide travel survey – which went to all households in Rutland seeking residents' views on transport matters.

The findings of this initial engagement were used to develop the draft Moving Rutland Forward document and fall outside the scope of this report.

1.1.2 ELEMENT TWO – CONSULTATION ON THE ASSOCIATED ASSESSMENTS

In developing the associated Strategic Environmental Assessment and Habitat Regulations Assessment, additional consultation was required with statutory stakeholders (Natural England, Historic England, the Environment Agency and the Forestry Commission). The results of which are not included within this report, but were used to amend the strategies, along with their associated assessments, prior to the public consultation. These bodies were again consulted upon the launch of the public consultation.

1.1.3 ELEMENT THREE – PUBLIC CONSULTATION ON ALL DOCUMENTS

Element three relates to the public consultation on the draft version of Moving Rutland Forward and associated documents and assessments. This report presents the findings of this consultation.

2 ABOUT THE CONSULTATION

2.1 THE CONSULTATION DOCUMENTS

The following documents were provided for consultation:

- Draft Moving Rutland Forward (Rutland's 4th local transport plan)
- Draft Moving Rutland Forward - Summary
- Draft Moving Rutland Forward - implementation plan
- Draft Passenger Transport Strategy
- Draft Rights of Way Improvement Plan
- Draft Strategic Environmental Assessment (SEA) of Moving Rutland Forward, implementation plan and the Rights of Way Improvement Plan ()
- Draft Equality Impact Assessment of Moving Rutland Forward and the Moving Rutland Forward implementation plan
- Draft Equality Impact Assessment of the Passenger Transport Strategy
- Draft Equality Impact Assessment of the Rights of Way Improvement Plan
- Draft Health Impact Assessment of Moving Rutland Forward, the Rights of Way Improvement Plan and Passenger Transport Strategy
- Draft Habitat Regulations Assessment of Moving Rutland Forward and the Rights of Way Improvement Plan

2.2 DURATION OF CONSULTATION

The consultation ran for just over 12 weeks, as required by the Strategic Environmental Assessment guidelines and suggested as best practice for the Rights of Way Improvement Plan. This timescale was also felt to be commensurate with the scope and scale of the Moving Rutland Forward document.

Consultation started on Friday 5th October 2018 and ran until Friday 11th January 2019.

2.3 WHAT FEEDBACK WAS SOUGHT?

Through the consultation residents and stakeholders were asked:

- Whether they supported the overall vision of Moving Rutland Forward,
- How important each of the Moving Rutland Forward themes were to them,
- Whether they agreed with the challenges set out in Moving Rutland Forward,
- Whether they agreed with the solutions listed in Moving Rutland Forward,
- Whether they agreed with the actions set out in the Moving Rutland Forward implementation plan,
- How important each of the Rights of Way Improvement Plan 'Statements of Action' were to them,

- Whether they agreed with the actions set out in the Rights of Way Improvement Plan implementation plan,
- Whether they supported the overall vision and aims of the Passenger Transport Strategy,
- Whether they agreed with the priorities set out within the draft Passenger Transport Strategy,
- Whether they agreed with the proposals/ approach outlined in each of the draft Passenger Transport Strategy elements,
- Whether they agreed with the actions set out within the draft Passenger Transport Strategy Implementation Plan,
- To provide feedback on any of the consultation documents – including associated assessments.

Residents were also asked to complete a series of equality and diversity monitoring questions – to assess whether the responses received were representative of the county’s population and to ensure vulnerable groups were not underrepresented.

A copy of the main consultation questionnaire can be found in Appendix A, and a copy of the equality and diversity monitoring form can be found in Appendix B.

2.4 KEY MESSAGES AND MANAGING EXPECTATIONS

The consultation aimed to communicate the key vision of Moving Rutland Forward - which is to improve transport and highway provisions and services in order to:

- support sustainable growth and economic vitality;
- help support our most vulnerable residents; and
- improve health and wellbeing.

To deliver this vision, some changes to services and provisions are likely. The effects of these changes on individual residents may be positive, neutral or, occasionally, negative (the council will seek to mitigate against these wherever possible). Overall, to deliver improvements across the county and to provide more equitable services, changes are necessary.

2.5 STAKEHOLDERS

There is a statutory duty to consult with a range of stakeholders, including:

- bus operators
- rail operators²
- public transport user groups
- the Secretary of State, in respect of Highways England roads (in practice, this will be via local Highways England contacts)

² This includes Network Rail and train operating companies: passenger and freight

- Natural England, Historic England and the Environment Agency – in particular with regards to the associated strategic environmental assessment scoping report³ (SEA).
- Natural England, Historic England, the Environment Agency and Forestry Commission – in particular with regards to the habitat regulations assessment (HRA)
- any other individuals or groups considered appropriate (e.g. environmental organisations, disability groups⁴)
- residents.

Appendix C provides a full stakeholder list.

³ Required when developing a local transport plan.

⁴ The Disability Discrimination Act 2005 introduced obligations on public authorities, including local transport authorities, to involve and consult disabled people in the development and implementation of policies and strategies

3 CONSULTATION RESPONSE PROCESS

3.1 RESPONSE METHODS

Respondents provided feedback through:

- an online survey, accessed via our website:
www.rutland.gov.uk/localtransportplan
- completing a paper copy of the survey and returning it by hand, post or email.
- telephone or face-to-face feedback, where individuals were unable to respond by alternative means.
- free text responses (by letter or email)
- Social media.

3.2 ACKNOWLEDGEMENT OF RESPONSES

Where stakeholders provided an email or home address an acknowledgement was sent to advise that their feedback had been received.

4 ACCESSIBILITY

4.1 WHERE DOCUMENTS COULD BE VIEWED

Copies of all the consultation documents, associated assessments and response form were available for download from: www.rutland.gov.uk/localtransportplan

Paper copies were available at each of the county's libraries and at the council offices in Oakham.

Due to the amount of associated paperwork, hard copies of the documents were not circulated to consultees, but were available upon request. Paper copies of the response form were also available on request.

4.2 ALTERNATIVE FORMATS

The documents were available in alternative formats upon request. During the consultation period one request was received to produce the response form and draft Moving Rutland Forward Summary in braille. This work was commissioned and posted to the individual.

5 PROMOTION

5.1 INFORMATION DISPLAY BOARDS, POSTERS AND LEAFLETS

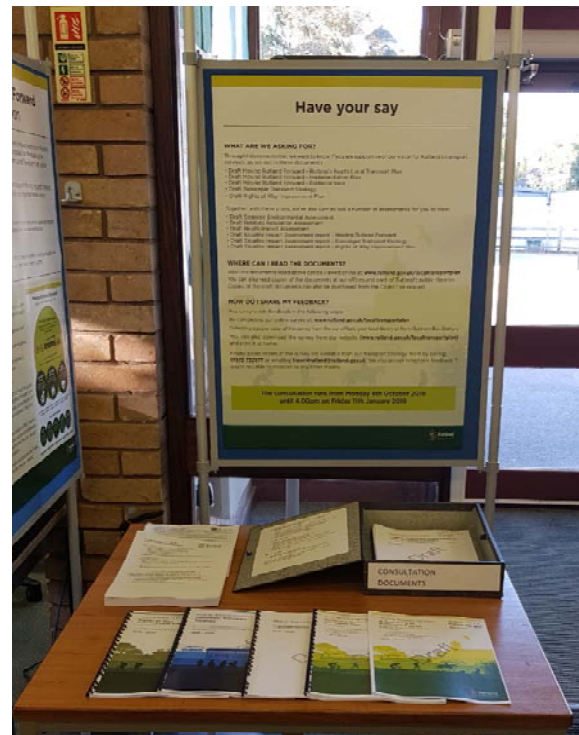
Information displays (figures 2 and 3) were provided at each of Rutland's libraries as well as the council offices. The following information was available at each location:

- Display boards providing information on the consultation (with the exception of Ketton library where there was lack of space),
- A hard copy of all of the consultation documents,
- Response forms,
- Equality and diversity monitoring forms.

Figure 2 – Moving Rutland Forward display at Rutland County Council offices



Figure 3 – Moving Rutland Forward display at Ryhall library



5.1.1 POSTERS

Posters (figure 4) were produced for the consultation and put up at bus stops within the county and Oakham bus station.

A copy of the poster was sent to parishes.

An electronic copy of the poster was also sent to key stakeholders.

5.1.2 LEAFLETS

A5 leaflets were produced and handed out at late night shopping events in Oakham and Uppingham.

Figure 4 – Moving Rutland Forward poster



5.2 MEDIA AND COUNCIL COMMUNICATIONS

5.2.1 PRESS RELEASE

Press releases were produced, providing information on the consultation - including timeframe and response methods. Press releases were issued to local media and publicised on the Rutland County Council website by Rutland County Council on the following dates:

- 16th October 2018
- 20th December 2018
- 23rd January 2019

Copies of these press releases can be found in appendix D.

A further press release will be published once Moving Rutland Forward and the associated documents are finalised post consultation, and adopted.

5.2.2 LOCAL NEWSPAPER NOTICES

To fulfil statutory consultation requirements, Rights of Way Improvement Plan notices were placed in the following local newspapers:

- Rutland Times – 4th October 2018
- Rutland and Stamford Mercury – 5th October 2018.

A copy of the notice can be seen in Appendix E.

5.2.3 WEBSITE

The consultation was advertised on the Rutland County Council website – alerting residents to the consultation timeframe and means of responding.

In addition, a dedicated page was created on the council website during the consultation: www.rutland.gov.uk/localtransportplan.

5.2.4 SOCIAL MEDIA

The consultation was also promoted via the council’s social media channels - Facebook and Twitter.

Table 1 outlines the dates of all social media posts – along with a link to their content.

Table 1 - Social media publications

Forum	Date	Link
Twitter	16 Oct 2018	https://twitter.com/rutlandcouncil/status/1052154436070428673
Twitter	16 Nov 2018	https://twitter.com/rutlandcouncil/status/1063463706217058307
Twitter	20 Nov 2018	https://twitter.com/rutlandcouncil/status/1064892118391549958
Twitter	3 Dec 2018	https://twitter.com/rutlandcouncil/status/1069553332132487169
Twitter	4 Dec 2018	https://twitter.com/rutlandcouncil/status/1069922011428732928
Twitter	20 Dec 2018	https://twitter.com/rutlandcouncil/status/1075841768258560000
Twitter	24 Dec 2018	https://twitter.com/rutlandcouncil/status/1077206259160485888
Twitter	3 Jan 2019	https://twitter.com/rutlandcouncil/status/1080758666842853377

Facebook	16 Oct 2018	https://bit.ly/2NIGeYh
Facebook	16 Nov 2018	https://bit.ly/2VGbJVU
Facebook	3 Dec 2018	https://bit.ly/2VD9AKh
Facebook	4 Dec 2018	https://bit.ly/2EAbjcw
Facebook	12 Dec 2018	https://bit.ly/2Hf4lg5
Facebook	20 Dec 2018	https://bit.ly/2Um7Nt1
Facebook	24 Dec 2018	https://bit.ly/2C9MOCB
Facebook	3 Jan 2019	https://bit.ly/2EOwGrU

5.3 STAKEHOLDER MAIL OUT

Letters and emails were used to notify parishes, ward members and other stakeholders (excluding residents and visitors) of the consultation. Correspondence provided:

- an overview of Moving Rutland Forward and the associated documents,
- details of the consultation time frame,
- details of where the documents could be viewed (including availability of hard copies), and
- information regarding response methods.

Due to the size of the consultation documents, hard copies were not provided – however, stakeholders were made aware that they could request a copy.

A copy of the consultation poster and consultation response form were also provided to parishes for their information (also allowing parishes to display the poster in parish notice boards).

5.4 EVENTS AND MEETINGS

Draft Moving Rutland Forward and associated documents were discussed/ promoted at the following meetings/ events:

- South Lincolnshire and Rutland Local Access Forum – 25th October 2018
- Rutland Youth Council - 12th November
- Health and Care Board – 22nd November 2018
- Uppingham late night shopping – 6th December 2018

- Oakham late night shopping – 10th December 2018
- Parish Council Forum – 10th December 2018

6 PROJECT MANAGEMENT AND DECISION MAKING

The following forums were used to provide updates and ascertain project steer during the development of Moving Rutland Forward and the associated documents.

6.1 PROJECT BOARD

Project board meetings were held in line with key project milestones and provided an opportunity to update members on progress against the project programme and for members to provide project steer. The project board was attended by the portfolio holder, director for places, director for people, the project chair and project manager. Project board meetings were held on the following dates during 2017:

- 16th January 2017
- 13th March 2017
- 12th May 2017
- 12 June 2017
- 17 August 2017
- 1st November 2017
- 12th December 2017

6.2 DIRECTOR AND PORTFOLIO HOLDER GUIDANCE

The first drafts of Moving Rutland Forward and associated documents were made available towards the end of 2017. After this point, changes to the document were guided by the director for places and the portfolio holder. Meetings were held on the following dates:

- 15th March 2018
- 27th April 2018
- 11th June 2018
- 4th September 2018
- 24th September 2018
- 15th January 2019
- 21st January 2019
- 18th February 2019

6.3 STRATEGIC MANAGEMENT TEAM (SMT)

The Strategic Management Team (SMT) meeting is an internal council meeting, attended by the chief executive, directors and deputy directors. Throughout the development of Moving Rutland Forward, monthly progress updates were provided to SMT.

6.4 SCRUTINY

Draft Moving Rutland Forward was taken to the Growth, Infrastructure and Resources Scrutiny Panel for consideration on 15th December 2018.

6.5 APPROVAL PROCESS

The next stage of the approval process is for Moving Rutland Forward and the associated documents to be considered by Cabinet on 16th July 2019. Subject to Cabinet support, the documents will then be presented to Full Council at the beginning of September 2019.

7 CONSULTATION RESPONDENTS

7.1 NUMBER AND FORM OF RESPONSES

The consultation received 218 responses - in addition to the feedback provided at meetings. The response rate was much higher than expected, particularly when compared to larger authorities who have recently consulted on their local transport plans:

- Kent County Council – 548 (questionnaire and written responses)
- Worcestershire County Council - 488 (questionnaire and written responses)
- Cheshire East Council – 314 (questionnaire, email and other).

It should be noted that the figure of 218 includes two submissions received after the closing date – but prior to the consultation analysis being finalised. As such these were included within the analysis.

A breakdown of how these responses were submitted can be seen in table 2.

The figures below do not include feedback provided at meetings.

Table 2 - Consultation response type

Type of response	Number of responses
Online survey	147
Paper survey	16
Letter (free text response)	9
Email (free text response)	38
Social media (free text response)	7
Telephone	0
Face to face	1
Total	218

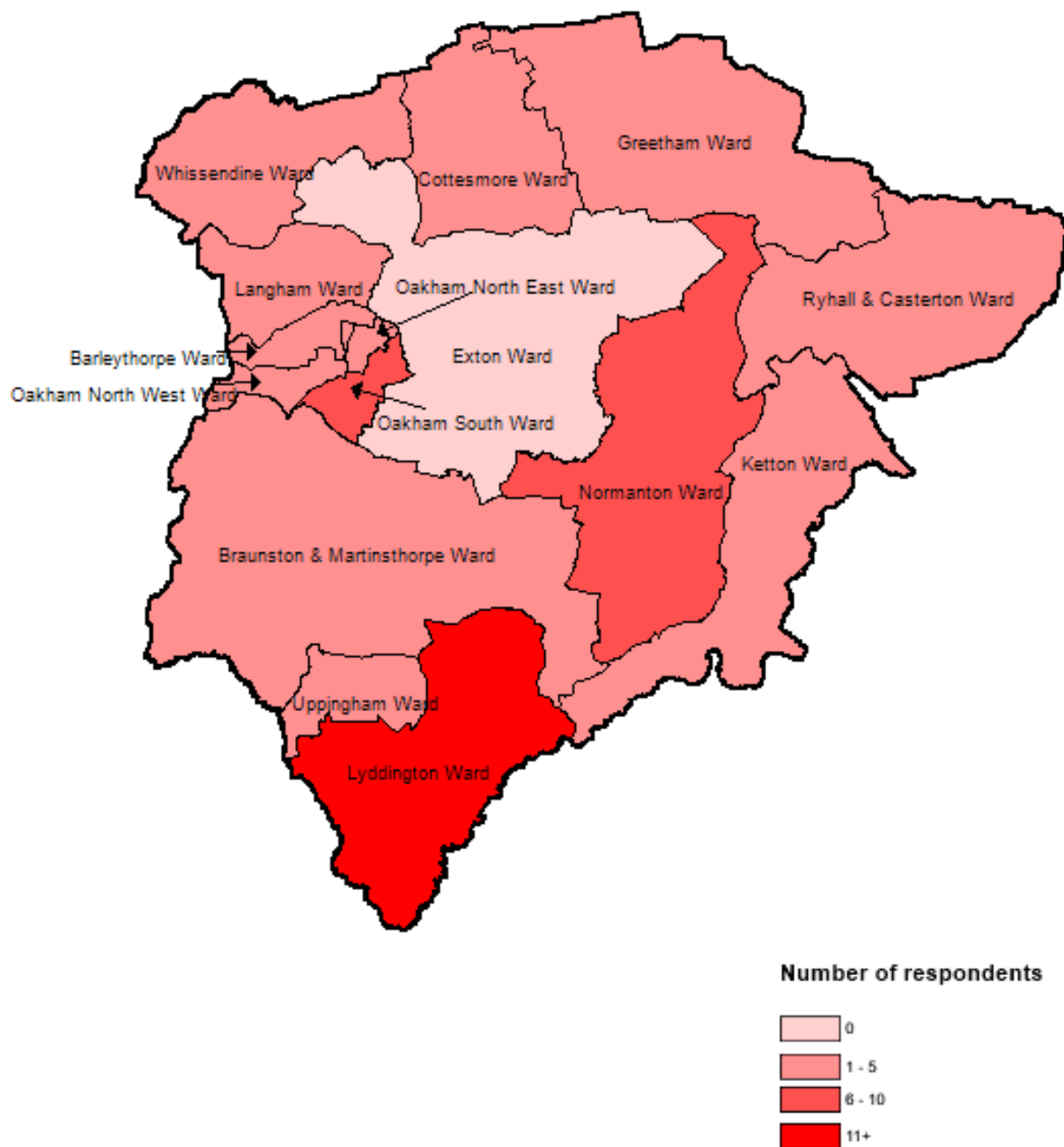
7.2 RESPONDENT PROFILE

Of the 218 responses received, 77.5% were members of the public and 20.2% represented an organisation, business or body. The remaining 2.3% of respondents did not specify whether they were replying as a member of the public or representing a body. In addition, we received feedback through the meetings outlined in 5.4.

7.3 GEOGRAPHY OF RESPONDENTS

Figure 5 shows the geographical distribution of those respondents that provided their postcode. As can be seen, responses were received from across the county, with a high concentration from residents from the wards of Lyddington, Normanton and Oakham South. Responses were also received from members of the public residing in Leicestershire (3 respondents), Northamptonshire (3 respondents) and Lincolnshire (2 respondents).

Figure 5 – Where responses came from



7.4 REPRESENTATIONS BY ORGANISATIONS, BUSINESSES OR OTHER BODIES

Representations were made from the following bodies, organisations and groups.

7.4.1 PARISHES WITHIN RUTLAND

- Barleythorpe Parish Council
- Barrowden Parish Council
- Belton in Rutland Parish Council
- Braunston Parish Council
- Caldecott Parish Council
- Empingham Parish Council
- Great Casterton Parish Council
- Greetham Parish Council
- Ketton Parish Council
- Langham Parish Council
- Market Overton Parish Council
- Morcott Parish Council
- North Luffenham Parish Council
- Oakham Town Council
- Ridlington Parish Council
- Ryhall Parish Council
- Seaton Parish Council
- South Luffenham Parish Council
- Stoke Dry Parish Meeting
- Stretton Parish Council
- Thorpe by Water Parish Meeting
- Uppingham Town Council

7.4.2 PARISHES OUTSIDE OF RUTLAND

- Cottingham Parish Council
- Great Easton Parish Council
- Gretton Parish Council
- Horninghold Parish Meeting
- Rockingham Parish Meeting

7.4.3 SURROUNDING LOCAL AUTHORITIES

- Highways and Transport Commissioning Service - Leicestershire County Council
- Leicester City Council
- Northamptonshire County Council

7.4.4 GOVERNMENT BODIES

- Highways England
- Historic England
- Natural England

7.4.5 COMMUNITY AND INTEREST GROUPS

- Campaigners for Better Bus Services in Rutland
- Leicestershire and Rutland Wildlife Trust
- Rutland Access Group
- Rutland Neighbourhood Watch
- Uppingham First

7.4.6 OTHER

- Local business
- Rutland and Launde Branch Labour Party (BLP)
- Wheels to Work

7.5 EQUALITY AND DIVERSITY MONITORING

24 respondents completed the equality and diversity questionnaire and an analysis was undertaken – comparing the demographics of those responding, with comparative data for the area (where available).

As only 24 responses were received, we cannot say that the demographics of those responding are statistically representative of all consultation respondents. Nevertheless they do provide a good indication that, with the exception of age (where older age groups were over represented and younger ones were under represented), the demographics of those responding to the equality and diversity questions are generally representative of Rutland's population. This suggests that the consultation reached all sectors of the community well, but that for future consultations more promotion could be directed at young adults.

Due to GDPR we are unable to provide a further breakdown of these findings.

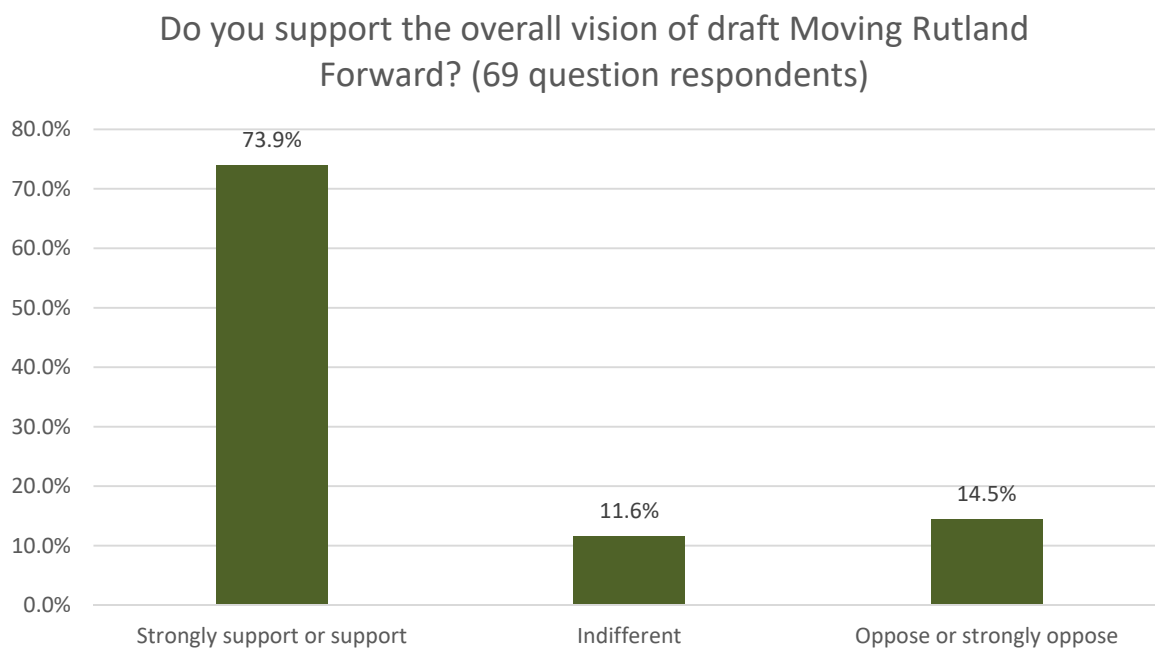
8 CONSULTATION RESPONSES

8.1 MOVING RUTLAND FORWARD – RUTLAND’S FOURTH LOCAL TRANSPORT PLAN

8.1.1 VISION

The majority of question respondents (73.9%) said they supported or strongly supported the overall vision of Moving Rutland Forward (figure 6) - providing confidence that Moving Rutland Forward’s vision aligns with respondents’ aspirations.

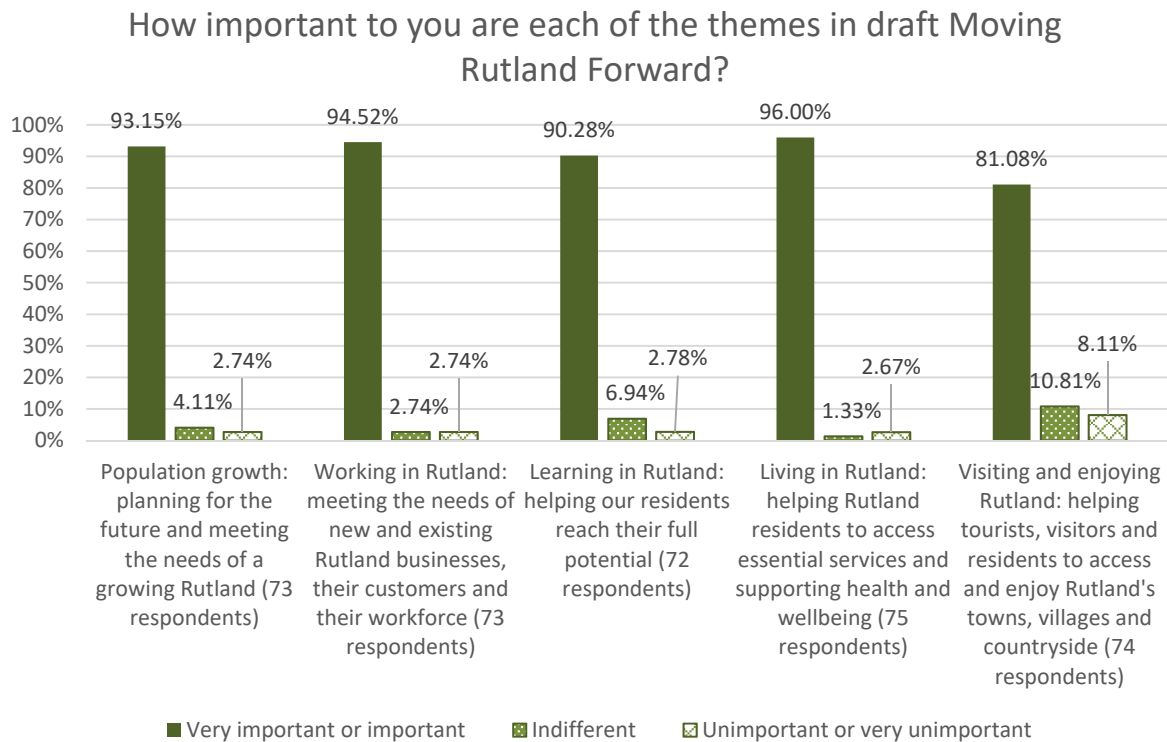
Figure 6 - Support for Moving Rutland Forward vision



8.1.2 THEMES

There was also a very positive response to the themes outlined in Moving Rutland Forward (figure 7). Indeed, with the exception of ‘Visiting and enjoying Rutland’, over 90% of respondents felt the themes included were either very important or important – indicating that Moving Rutland Forward is focusing on respondents’ key areas of concern.

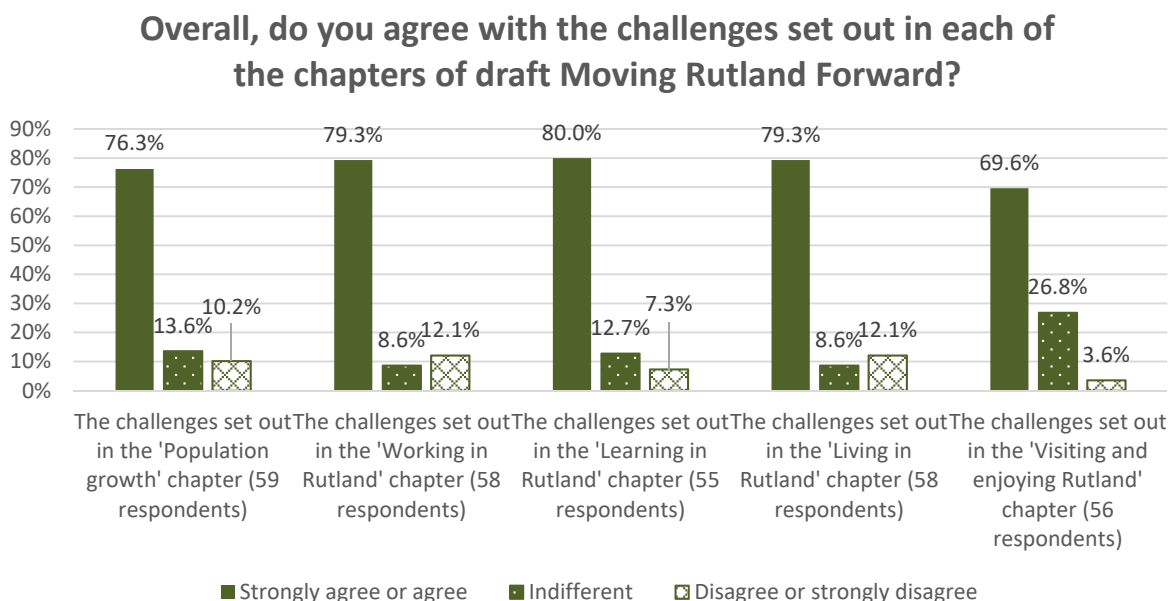
Figure 7 - Importance of Moving Rutland Forward themes



8.1.3 CHALLENGES

The respondents were also largely supportive of the challenges outlined in Moving Rutland Forward (figure 8). Indeed, the majority of respondents agreed or strongly agreed with the challenges listed under the each theme. This provides assurance that Moving Rutland Forward is addressing the key transport related concerns faced by the County.

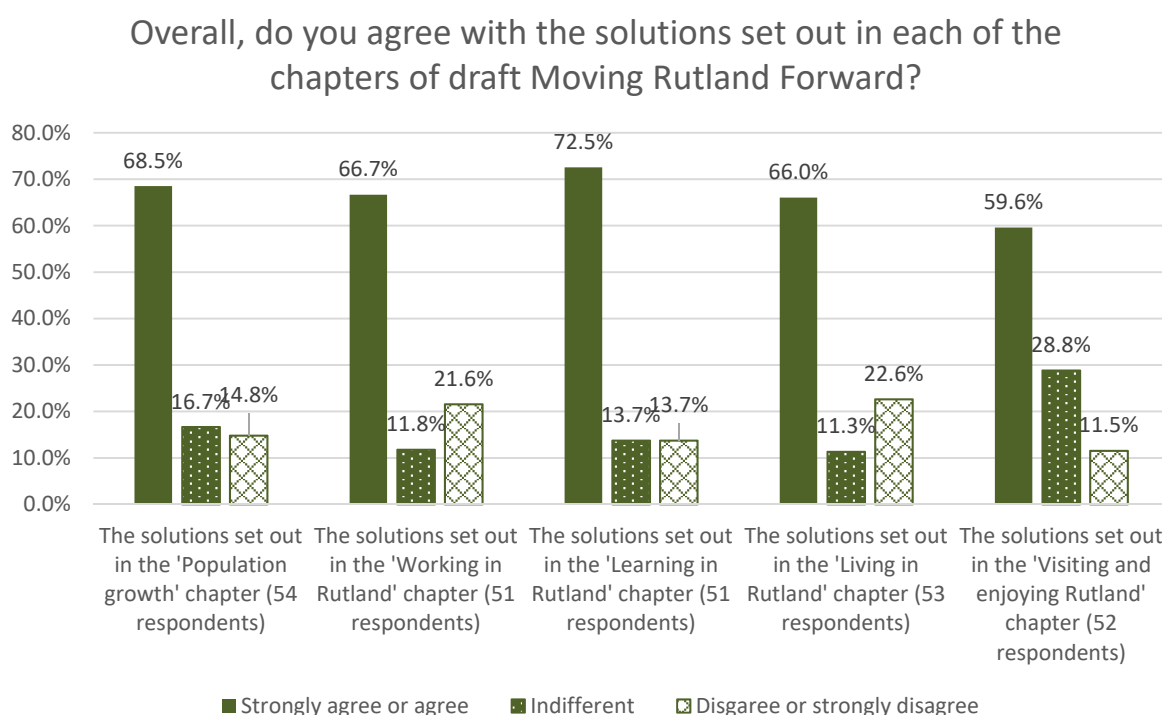
Figure 8 - Agreement with Moving Rutland Forward challenges



8.1.4 SOLUTIONS

The majority of respondents agreed with the solutions outlined in Moving Rutland Forward (figure 9), although to a slightly lower degree than they had agreed with the themes and challenges. Indeed, agreement with the solutions ranged from 59.6% and 72.5% (agree or strongly agree). Further insight into the cause of this was found in the free text feedback where analysis identified 16 comments relating to a perceived lack of clarity within the actions. This has been addressed in Section 9.

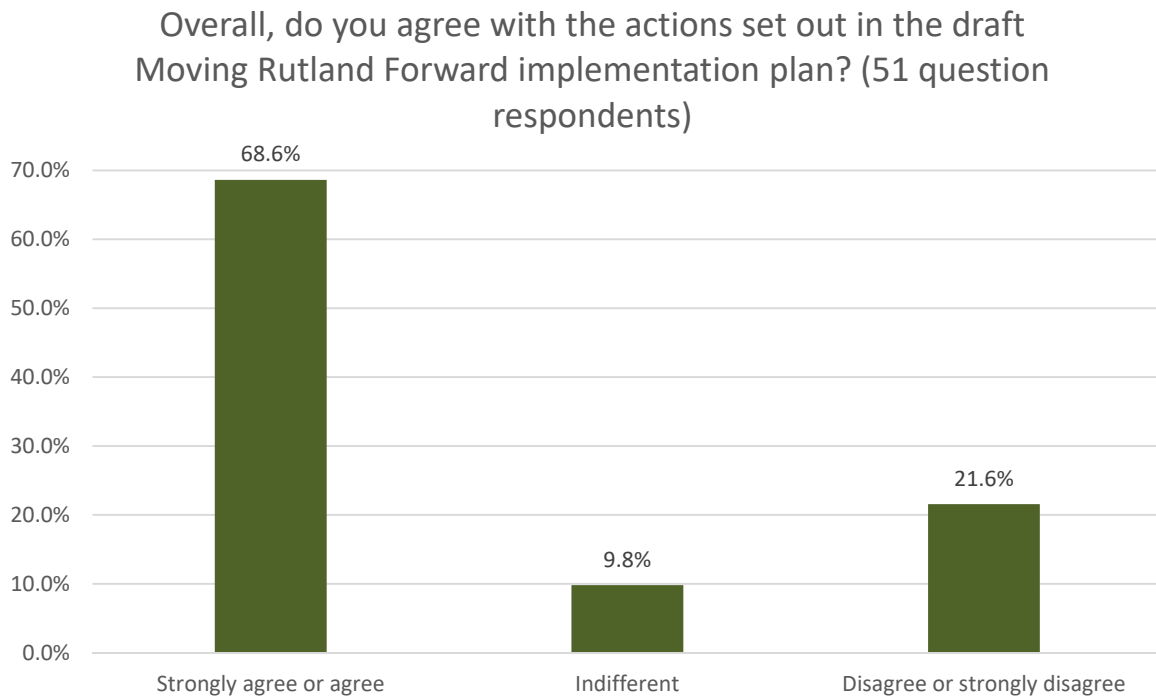
Figure 9 - Agreement with solutions outlined in Moving Rutland Forward



8.1.5 MOVING RUTLAND FORWARD IMPLEMENTATION PLAN

The majority of respondents (68.6%) agreed with the actions set out in the draft Moving Rutland Forward implementation plan (figure 10), however there was a small level of disagreement (21.6%) – likely due to the perceived lack of clarity outlined in section 8.1.4.

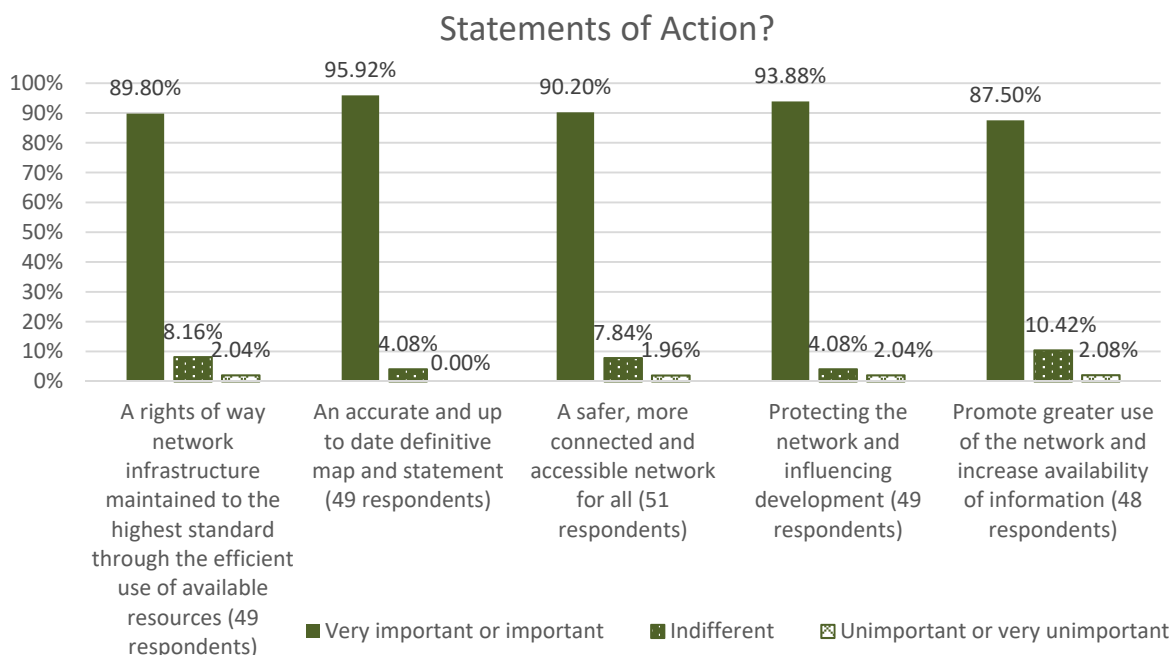
Figure 10 - Agreement with actions outlined in Moving Rutland Forward implementation plan



8.2 RIGHTS OF WAY IMPROVEMENT PLAN

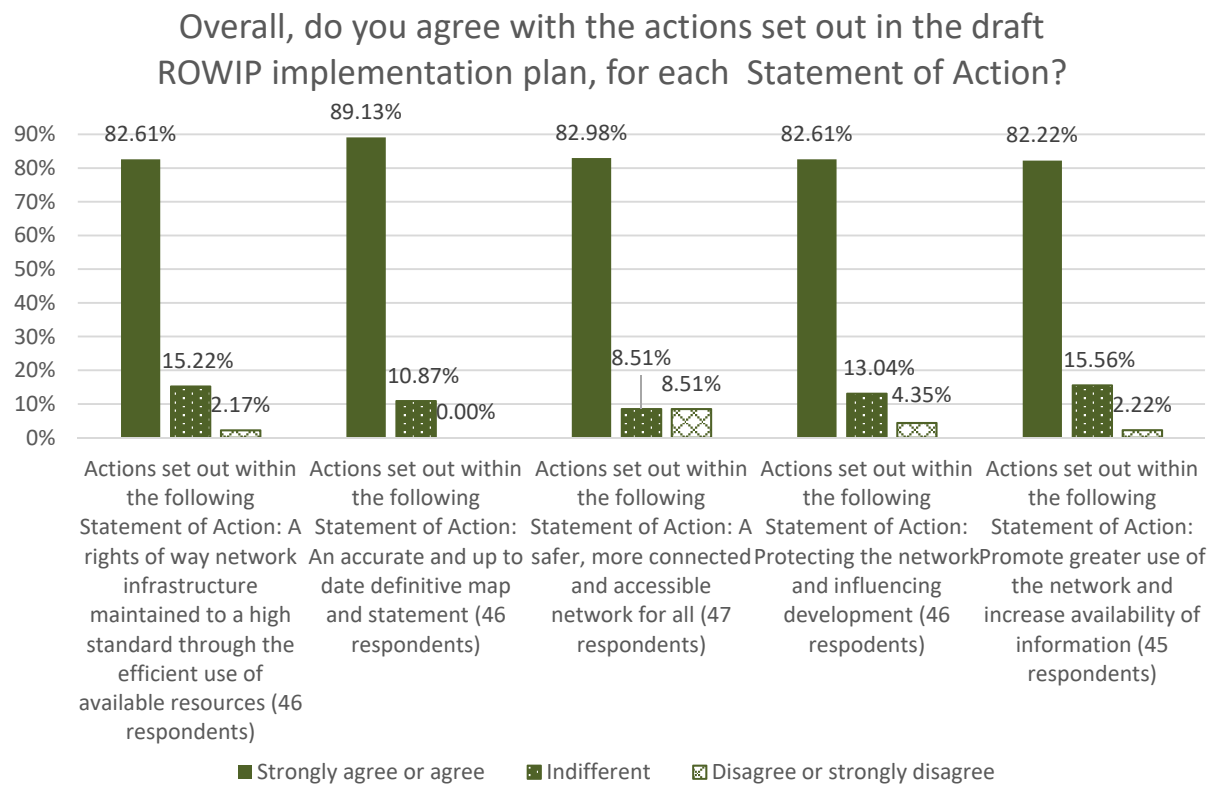
The Rights of Way Improvement Plan was also received positively. The majority of respondents stated that each of the draft Rights of Way Improvement Plan 'statements of action' were very important or important (responses ranged between 87.5% and 95.92%).

Figure 11 - Importance of ROWIP 'statements of action'



This indicates that the Rights of Way Improvement Plan is focused on the matters of most importance to our respondents (figure 11). This is reinforced by responses to the implementation plan of the Rights of Way Improvement Plan. Over 80% of respondents said they agreed or strongly agreed with the actions set out in the five 'Statements of Action' (figure 12).

Figure 12 - Agreement with the actions set out in the Rights of Way Improvement Plan implementation plan



8.3 PASSENGER TRANSPORT STRATEGY

8.3.1 VISION, AIMS AND PRIORITIES

The majority of respondents (80%) supported the overall vision and aims of the draft Passenger Transport Strategy (figure 13) – indicating that the strategy is focusing on the issues that matter most to service users and residents. This is further highlighted through the strategy priorities - which 70% of respondents said they agreed or strongly agreed with (figure 14).

Figure 13 - Support for the vision and aims of the Passenger Transport Strategy

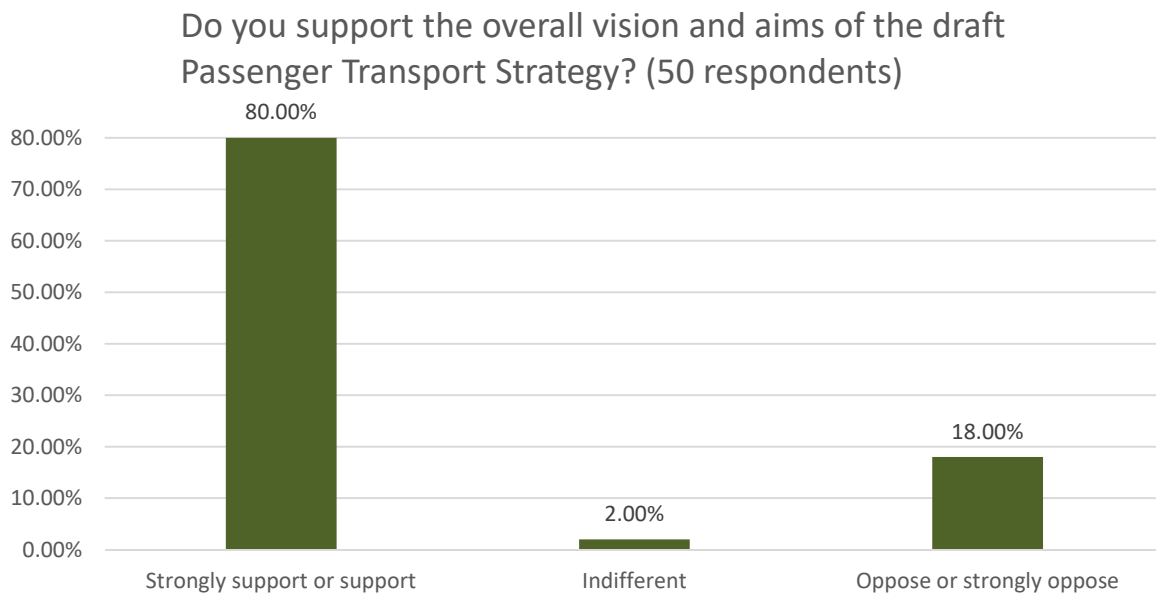
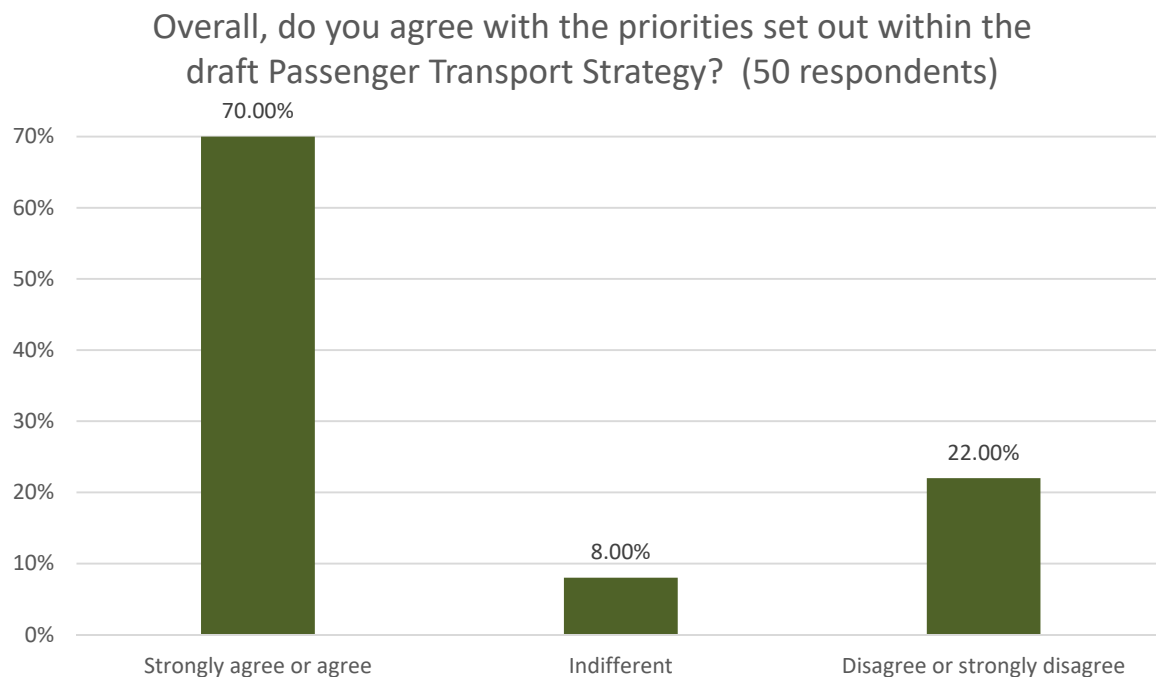


Figure 14 - Agreement with the priorities set out in the Passenger Transport Strategy

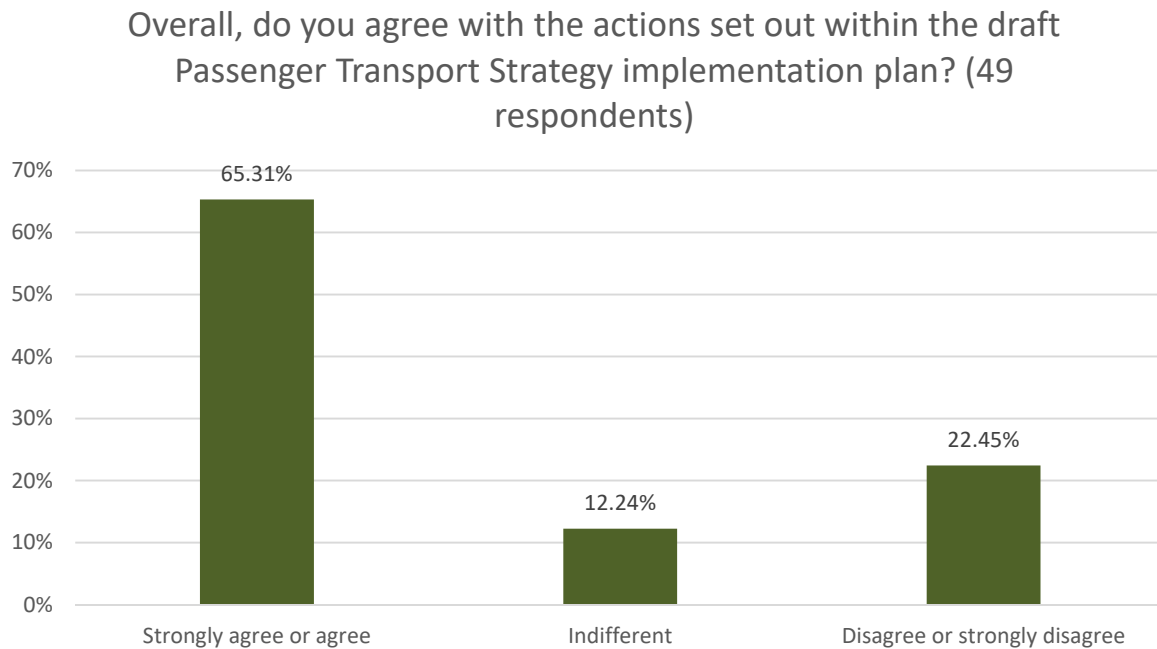


8.3.2 ACTIONS

The majority of respondents (65.31%) agreed or strongly agreed with the actions set out in the draft Passenger Transport Strategy implementation plan (Figure 15) although 22.45% of respondents disagreed or strongly disagreed. Free text responses indicate that this may be partly due to a perceived lack of clarity in terms of the actions and an associated desire for further detail. To address this the implementation plan has been updated - see section 9. However, free text feedback suggests this may also be as a result of concerns relating to the personal impact of

the implementation of the strategy. These concerns are discussed in section 9. Notwithstanding this, since the results demonstrated strong support for the vision and aims of the Passenger Transport Strategy delivery of the actions is necessary to achieve them.

Figure 15 - Agreement with actions set out within the Passenger Transport Strategy

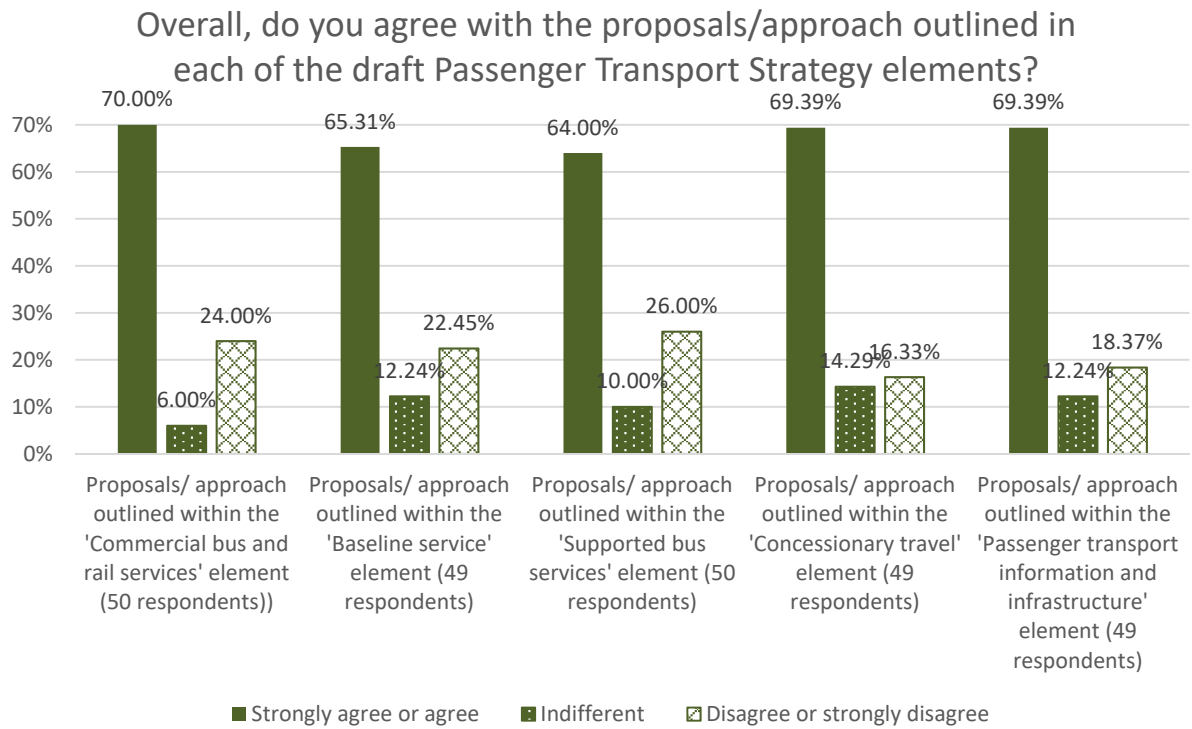


8.3.3 PROPOSALS/ APPROACH OUTLINED IN THE PASSENGER TRANSPORT STRATEGY ELEMENTS

The majority of respondents (64% - 70%) said they agreed or strongly agreed with the proposals / approach outlined in the strategy elements (figure 16) – providing validation of these.

There was slightly less support for the proposals/ approaches outlined in the 'baseline service' (65.31% strongly agreed or agreed) and 'supported bus services' (64% strongly agreed or agreed) elements, which was reflected in the free text feedback received (and addressed in section 9). However, as outlined above, implementation of the proposals and approaches set out is necessary to deliver the overall vision, aims and priorities of the strategy (which the majority of respondents support).

Figure 16 - Agreement with the proposals/ approach outlined in the Passenger Transport Strategy elements



9 COMMON FEEDBACK RECEIVED DURING THE CONSULTATION

As well as responding to the set questions, respondents were able to provide free text feedback. 98 respondents provided this and the most commonly reported issues are summarised in table 3, with further detail provided in section 9.1 onwards. A number of individuals made suggestions regarding specific amendments and the documents have been revised where appropriate.

Eight of the respondents providing free text feedback felt that the survey form was confusing or restrictive. However, the format of the survey was chosen to enable us to gather quantitative data, whilst still enabling respondents to put forward general comments/ feedback. Furthermore, whilst it is appreciated the response form was wide ranging, this was necessary to avoid the need for multiple consultations and response forms.

In addition to the free text feedback provided by the 98 respondents, comments gathered from meetings and events have been included in the analysis below.

9.1 RELIEF ROADS

Through the consultation a number of emails and letters requesting consideration of a relief road bypassing Caldecott (26 responses) and Uppingham (5 responses) were received. There was also an additional request for a further relief road for Oakham (1 response). Respondents showed concern regarding the volume, speed and number of cars and HGVs travelling through Caldecott and Uppingham as a result of development in surrounding counties.

Responses were received from residents, local parishes and also from parishes outside of the county. Caldecott Parish Council submitted a detailed response on this particular matter - including a list of 202 individuals supporting the proposal.

The consultation draft of Moving Rutland Forward included reference to assessing the need for a relief road, however wording in the final document (PGS2) has been strengthened as follows:

'There is a long and well documented history of a demand for a relief road for Caldecott, and RCC has previously successfully submitted its case and had funding allocated for such a project. Whilst the previous scheme was shelved as a consequence of the 2007/8 financial crisis, the situation needs to be reviewed in the face of exacerbating factors such as further increases in average annual daily volumes as measured by the Department for Transport, the considerable planned expansion of Corby, and the growth of Rutland's tourism industry. We will commit to re-establishing the case for a relief road against set national standards and to seek the funds to undertake a feasibility study.'

9.2 BASELINE SERVICE

Concern was raised by seven respondents who were worried about the impact of implementing a baseline service and two further responses were received regarding potential changes to the discretionary concessionary travel elements. Furthermore, 25 respondents indicated that Moving Rutland Forward and the passenger transport strategy lacked ambition to improve provisions – with two respondents raising the need for a bus charter.

The passenger transport strategy and the baseline service provision aims to deliver a more equitable transport system – one that supports the most vulnerable residents, whilst delivering transport for residents living in areas currently unserved by passenger transport services. In addition, the scoring criteria outlined within the Passenger Transport Strategy aims to ensure that financial support is provided to those services that will cater for the needs of the greatest number of residents – whilst supporting our most vulnerable.

Whilst respondents' desire for a more aspirational approach to service provisions is understandable, it is important to note that in times of limited funding hard decisions will need to be made and unfortunately it is unlikely to be possible to increase or enhance provisions without external funding. As such it is necessary to appropriate existing funds in a manner that achieves best value for the community. Furthermore, unfortunately Rutland does not have enough commercial bus interest to make a bus charter successful. However, as the economic viability of a service is in part dependent on patronage, we will work to more widely promote bus services within the county and undertake promotional campaigns to boost usage and reduce car dependency. Such campaigns will be outlined in the Transport and Highway Communication Plan and Sustainable Travel Statement (both due to be produced during the first implementation plan). Wording has been amended within Moving Rutland Forward and the Passenger Transport Strategy to reflect this:

- **Within Moving Rutland Forward: Solution LIRS1 to be updated as follows:**

'It is appreciated that Rutland is a rural community and that in some cases, options such as walking and cycling may not always be possible. However, through the actions that will be set out in our Sustainable Travel Statement, we will encourage residents to consider whether any of their journeys could be carried out by greener, more sustainable means – such as walking, cycling, bus or train. For example, residents in Oakham and Uppingham may have more opportunities to travel via such means and we will investigate ways to encourage this.'

Our Transport and Highways Communication Plan (to be developed in the first year of implementation plan one) will also provide detail of promotional campaigns, aimed at encouraging healthier and greener travel options.'

- **Within the Passenger Transport Strategy: Section 3.2.5 to include the following additional text:**

Further information regarding communications will be included within our Transport and Highways Communication Plan – due to be completed during the first year of the Moving Rutland Forward Implementation Plan.

9.3 VIEWS REGARDING PUBLIC TRANSPORT PROVISIONS

21 respondents provided feedback outlining how important public transport is to them. 25 further comments were made relating to concerns with existing provisions – including frequency, availability, service reductions and alterations.

It is understood how vital public transport is for residents (and those visiting the county), however where passenger numbers are low, services may no longer be viable. In relation to patronage, five consultation respondents requested that bus usage figures be published – to assess demand and the impact of the strategy on services. However, whilst usage is monitored, such data is commercially sensitive and cannot be published without consent from the operator. Notwithstanding this however the council monitor usage figures and origin / destination information and this will be used to inform any service changes.

Last year, the council was able to support or improve three bus services which were no longer commercially viable for the operator and in the case of the number 9 route was able to provide support which enabled it to continue, albeit with a reduced timetable. The transport team continues to work with local operators to fill any journey gaps which may have been left since the service was reduced.

As stated above, in the current funding climate an increase in frequency of services is unlikely. Therefore the Passenger Transport Strategy aims to provide an efficient and effective network of passenger transport services – one that can respond to the challenges facing local communities and transport operators, while connecting residents and visitors to the services and destinations they need to reach.

The viability of a service is partly dependent on patronage. Over the life of Moving Rutland Forward and the Passenger Transport Strategy the Council will work to more widely promote bus services within the county and undertake promotional campaigns to boost usage and reduce car dependency. Such campaigns will be outlined in the Transport and Highway Communication Plan and Sustainable Travel Statement (both due to be produced during the first implementation plan). Wording regarding these additional plans has been enhanced – as outlined in section 9.2.

To further boost economic viability, where possible we will also look to place students entitled to school transport on service buses rather than closed door school services.

Furthermore, RCC would like to raise awareness of the Bus User Group – a forum through which Rutland bus users can raise concerns and discuss matters relating to bus provisions within the County. Individuals wishing to be part of the Bus User Group should contact the council’s transport operations team:

- transport@rutland.gov.uk
- 01572 722 577

9.4 DOCUMENT FORMAT

19 respondents made comments regarding the format of the documents, particularly the level of detail, length and use of technical terms.

It is important to note that these documents will be used to support future decision making and funding opportunities and as such need to contain sufficient detail to enable this. However, to provide more clarity, we have revised the Moving Rutland Forward implementation plan (as detailed in the following section) and added a glossary to the revised documents. Furthermore, Moving Rutland Forward has a separate summary document and the Passenger Transport Strategy and Rights of Way Improvement Plan have executive summaries – providing an overview of their content.

9.5 IMPLEMENTATION

16 respondents felt there was insufficient detail regarding the actions to be delivered as a result of the plans, or that actions primarily related to the production of further policies or strategies. In response the MRF implementation plan has been amended to make it clearer what will be delivered and by when. However, it should be noted that MRF is a strategic document, spanning over nearly two decades - as such it is not possible to include detailed information on all actions to be delivered during this time. Instead, such detail will be included within the sub documents of MRF.

However, during the development of MRF it became evident that there were gaps in our operational policy baseline. Therefore, a number of actions within this first MRF implementation plan involve the preparation of new or revised policies (that align with the overarching vision and aims of MRF), providing the building blocks from which all future decisions and actions will be based.

9.6 PLANNING AND GROWTH

Through the consultation we received 17 comments relating to:

- development and the associated impact of growth on our transport network (4 of which related to HGVs) and
- opportunities to improve transport provisions as a result of such development.

The consultation draft of Moving Rutland Forward contained a section on population growth – which set out a number of solutions (including PGS1 and PGS2) outlining how the council will:

- assess the impact of growth on our transport network and provisions,
- work with surrounding LA's who have development proposals that may impact on Rutland.
- focus on ensuring developments are sustainably located and supported by suitable transport infrastructure and services.

However, in response to the consultation, some amendments have been made as follows.

- Wording in PGS2 has been amended – as outlined in section 9.1.
- Wording within Moving Rutland Forward has been amended to ensure solutions are not development specific, but instead provide a mechanism for assessing the transport impacts and needs of any major sites that may come forward over the life of Moving Rutland Forward.

In addition, 5 respondents noted concern regarding the impact of development and new transport infrastructure on the environment. To address this, as identified within the Strategic Environmental Assessment and Habitat Regulations Assessment, where required we will also undertake project / scheme specific assessments to ensure negative impacts are minimised or mitigated. Wording supporting this requirement has been added to the Moving Rutland Forward document.

9.7 PARKING

5 respondents put forward concern regarding parking provisions within the county. These matters will be addressed within the revised parking strategy – due to be published by mid 2021.

9.8 MAINTENANCE

8 respondents also commented on maintenance matters. These have been noted – however, any specific matters of concern can be reported via our website: <https://www.rutland.gov.uk/my-community/fixmystreet/>

9.9 ELECTRIC VEHICLES AND TECHNOLOGICAL ADVANCES

Through the consultation 6 respondents put forward their views on electric vehicles and transport related technology advancements. In particular, respondents were keen to see more information on such matters included within the plans.

It should be noted that detail on these topics will be included within separate sub documents – enabling us to easily update them as and when required, without the need to amend the overarching transport plan (Moving Rutland Forward). Indeed,

our aspirations and actions relating to electric vehicles (and other forms of sustainable transport) will be included within our Sustainable Travel Statement, whilst criteria for siting charge points (on Council land) will be included within a revised Parking Strategy. In addition, our road safety strategy will give consideration to technological advances that may improve road safety. These documents will be produced during the life of the first implementation plan.

9.10 SUSTAINABLE TRAVEL, LEISURE WALKING, CYCLING AND USE OF PUBLIC RIGHTS OF WAY

Twelve responses were received regarding the need to encourage sustainable travel alternatives, including walking, cycling and public transport. Of these, 4 respondents felt more needed to be done to promote public transport as a positive mode of travel - not that of a last resort. In addition to the above, 5 respondents wanted to see rail improvements and 9 respondents outlined a desire for more/ improved footway and cycleway provisions and public rights of way.

In contrast 2 respondents put forward counter views - stating Rutland to be unsuitable for utility cycling and walking, due to its rural nature and 4 respondents felt Moving Rutland Forward failed to acknowledge that the car is a necessity for some.

It should be noted that our aspiration is not to switch all journeys to alternative means, but instead to deliver a change in mind set, which encourages residents to consider whether any of their journeys could be carried out by alternative, more sustainable, healthier means. During the first implementation plan we will produce our Sustainable Travel Statement which will set out the specific tasks aimed at encouraging this modal shift.

Furthermore, over the life of the first Moving Rutland Forward implementation plan we will produce a local cycling and walking infrastructure plan – setting out the gaps in our utility walking and cycling network. This will define criteria to assess and prioritise improvements (should funding become available).

With regards to public rights of way, Moving Rutland Forward states that RCC ‘will undertake a rolling review of our existing walking, cycling and horse riding provisions and consider remedial actions, where appropriate’.

Over the life of Moving Rutland Forward we will also work to more widely promote passenger transport provisions within the county and undertake promotional campaigns to boost usage and reduce car dependency. Such campaigns will be outlined in our Transport and Highway Communication Plan (to be produced during the first implementation plan).

In light of the comments received regarding this matter, wording amendments have been made to Moving Rutland Forward and the Passenger Transport Strategy – as per those outlined in 9.2.

In addition, wording in WRS10 of the main Moving Rutland Forward document will be updated as below:

‘The rail network running through the county is outside of our direct control, however we will continue to liaise with Network Rail regarding any potential changes that may impact services operating via Oakham station, or levels of freight and passenger rail traffic passing through Rutland (which could impact on level crossing down time). In addition, we will continue to respond to consultations on rail services operating through Oakham and from connecting stations, and should there be any potential changes, we will put forward a case for service retention or enhancements, where necessary. We will also work with partnership bodies, such as Transport for the East Midlands, to lobby for improvements to services in the region.’

Section 2.1.3 of the Passenger Transport Strategy will also include the following text:

Over the life of this strategy we will also work with partnership bodies, such as Transport for the East Midlands, to lobby for improvements to services in the region.

9.11 PROMOTION

10 respondents providing feedback wanted to see more promotion of available services, provisions, infrastructure (such as walking and cycling routes and public rights of way) and sustainable travel alternatives.

As previously outlined, during the life of the first implementation plan we will be producing a Transport and Highway Communication Plan and Sustainable Travel Statement. Within these documents we will provide detail of promotional campaigns aimed at delivering behavioural change towards greener travel options. These documents will also outline how we plan to raise awareness of existing utility and leisure provisions and enhance communication relating to these. Wording regarding these two documents has been enhanced and can be seen in 9.2.

9.12 SAFETY

10 respondents outlined the importance of road safety and traffic calming improvements. Feedback received on these matters has been noted and will be considered during the production of our Road Safety Strategy.

9.13 PROVISIONS FOR ALL

3 respondents put forward feedback regarding the need for transport provisions, wherever possible, to be accessible by all.

To help ensure this, the Equality Impact assessment supporting Moving Rutland Forward outlined the need to ensure project specific Equality Impact Assessments are undertaken where required. Wording to support this has been added to solutions LIRS8 and LIRS13 of Moving Rutland Forward. In addition, we will be adopting Highway Design Guidance during the life of the first implementation plan, which will include requirements relating to accessibility.

9.14 PUBLIC RIGHTS OF WAY

Eleven responses were received regarding public rights of way (including feedback from two of the meetings outlined in 5.4). These responses primarily related to the following, previously discussed categories below:

- Promotion (9.11)
- Availability of provisions (9.10)
- Planning and environmental implications (9.6)
- Provisions for all (9.13)
- Maintenance (9.8)
- Sustainable travel (9.10)

In addition to the above, it should be noted that praise was received during the consultation regarding the condition of PROW within Rutland and the efficiency with which repairs are carried out.

Table 3 – Summary of most commonly reported issues

Subject	Area of concern/ feedback	Reason/ response
Aspiration	Limited ambition for improving passenger transport provisions.	In times of limited funding hard decisions will need to be made and unfortunately it is unlikely to be possible to increase or enhance provisions without external funding.
Baseline service and concessionary travel	The impact of implementing a baseline service and potential changes to the discretionary concessionary travel elements.	Changes are required in order to deliver the broadly supported vision and aims of the Passenger Transport Strategy.
Bus usage	Bus usage figures.	Whilst usage is monitored, such data is commercially sensitive and cannot be published without consent from the operator. Notwithstanding this however the council monitor usage figures and origin / destination information and this will be used to inform any service changes.
Car use	Rutland is not suitable for cycling and a car is required to live in Rutland.	RCC's aspiration is not to switch all journeys to alternative means, but instead to deliver a change in mind set, which encourages residents to consider whether any of their journeys could be carried out by alternative, more sustainable, healthier means.
Communication and promotion	More promotion of available transport provisions.	RCC's approach to promotion and communication will be outlined in the following sub documents of Moving Rutland Forward: <ul style="list-style-type: none"> • Transport and Highway Communication Plan; and • Sustainable Travel Statement.
Disabled provisions	Transport provisions to be accessible by all,	To help ensure provisions are accessible by all, project specific Equality Impact Assessments will be under taken where required.

Table 3 – Summary of most commonly reported issues

Subject	Area of concern/ feedback	Reason/ response
	where practicably possible.	This requirement has been written into the Moving Rutland Forward document. Future Highway Design Guidance will also set out requirements relating to accessibility.
Electric vehicles and technological advances	Lack of information on electric vehicles, electric charging points and transport related technology advances.	<p>Issues to be covered in the following sub documents of Moving Rutland Forward:</p> <ul style="list-style-type: none"> • Sustainable Travel Statement • Parking Strategy <p>This approach will allow topic areas to be updated, independently of Moving Rutland Forward, should changes arise.</p>
Existing passenger transport provisions	Frequency and availability of existing passenger transport provisions and service reductions/ alterations.	<p>In the current funding climate an increase in frequency of services is unlikely.</p> <p>It is understood how vital public transport is for residents, however where passenger numbers are low, services may no longer be viable. As viability of a service is partly dependent on patronage, RCC will more widely promote bus services – through campaigns to be outlined in:</p> <ul style="list-style-type: none"> • the Transport and Highway Communication Plan; and • the Sustainable Travel Statement. <p>Wording regarding these additional plans has been enhanced within Moving Rutland Forward.</p>
Format	Length/ format of documents	The level of detail provided is required as the documents will be used to support future decisions and funding opportunities, however the document has been refined where possible.

Table 3 – Summary of most commonly reported issues

Subject	Area of concern/ feedback	Reason/ response
Implementation and actions	Clarity regarding actions to be delivered.	Moving Rutland Forward is a high level plan - it is not intended to set out detailed actions. However, the implementation plans have been updated to make it clearer what is to be delivered, by when and to make the document more easily digestible.
Maintenance	Specific maintenance issues.	Issues noted. Any specific maintenance issues can be reported through: https://www.rutland.gov.uk/my-community/fixmystreet/
Parking	Availability of parking provisions.	<p>Parking is to be covered separately in the Parking Strategy - a sub document of Moving Rutland Forward.</p> <p>This approach will allow topic areas to be updated, independently of Moving Rutland Forward, should changes arise.</p>
Pedestrian, cyclist public rights of way provisions	More and enhanced provisions.	<p>Gaps in our utility walking and cycling network will be documented in our local cycling and walking infrastructure plan – a sub document of Moving Rutland Forward. This will define criteria to assess and prioritise improvements (should funding become available).</p> <p>With regards to public rights of way, Moving Rutland Forward states that RCC ‘will undertake a rolling review of our existing walking, cycling and horse riding provisions and consider remedial actions, where appropriate’.</p>
Planning and growth	Impact of development and growth on the transport network, transport provisions and environment.	<p>The section on Population Growth (in Moving Rutland Forward) sets out solutions to minimise any potential negative impacts associated with development and growth.</p> <p>Wording within this section has also been enhanced.</p>

Table 3 – Summary of most commonly reported issues

Subject	Area of concern/ feedback	Reason/ response
Rail	Improvements to rail provisions.	RCC will liaise with Network Rail regarding matters that may impact on provisions in Rutland. RCC will also work with Transport for the East Midlands to lobby for service improvements. Wording as per the above has been added to Moving Rutland Forward and the Passenger Transport Strategy.
Relief roads	Consideration of a relief road for Caldecott and Uppingham.	Wording within Moving Rutland Forward has been updated.
Response form	The consultation response form was confusing or restrictive.	The survey format enabled the gathering of quantitative data, whilst still enabling respondents to put forward general comments/ feedback. Whilst the response form was wide ranging, this was necessary to avoid the need for multiple consultations and response forms.
Safety	The importance of road safety and traffic calming improvements.	Road safety will be covered in a dedicated Road Safety Strategy - a sub document of Moving Rutland Forward. This approach will allow topic areas to be updated, independently of Moving Rutland Forward, should changes arise.
Specific amendments	Specific amendments to the documents.	Amendments have been made, where agreed and necessary.
Sustainable travel	More promotion of sustainable travel provisions.	RCC's approach to promotion will be outlined in the following sub documents of Moving Rutland Forward: <ul style="list-style-type: none"> • the Transport and Highway Communication Plan; and • the Sustainable Travel Statement.

10 CONCLUSION

Through the consultation the council received a high level of engagement as demonstrated by the number of responses (218). The respondents appeared to be broadly representative of the population of Rutland.

The responses received were, on the whole, very positive. Indeed, the majority of respondents strongly supported or supported the overarching vision of Moving Rutland Forward and the vision and aims of the Passenger Transport Strategy.

The majority of respondents also felt the themes within Moving Rutland Forward and Statements of Action within the Rights of Way Improvement Plan were very important or important.

There was also a positive response to:

- the key challenges, solutions and implementation plan of Moving Rutland Forward
- The Rights of Way Improvement Plan implementation plan
- The priorities, implementation plan and proposals/ approaches outlined in the Passenger Transport Strategy.

Indeed, the majority of respondents either agreed or strongly agreed with the above.

Alongside the quantitative responses we also received a significant amount of free text feedback through the consultation process. All of the feedback received has been reviewed and, as described within this report, where required documents have been amended to reflect the feedback.